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INFORMATION REPORT

CD NO.

COUNTRY USSR (Caucasus)

DATE DISTR. 24 December 1948

SUBJECT Gudauty and Novi Afonski near Sukhumi

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PLACE 25X1A6a

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(LISTED BELOW)

25X1A2g

SUPPLEMENT
REPORT NO.

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1. Construction of tunnels. From the city of Sukhumi to Gudauty there was no railroad line until 1941. In that year, before the German invasion of the USSR, work was begun on the construction of two tunnels, No. 5 and No. 10 on attached Sketch Map No. 1. [REDACTED] Comment: See [REDACTED] para. 15, 25X1A2g and [REDACTED] para. 3, No. 17) The purpose of the first of these tunnels (No. 5) was to avoid the soft ground in that vicinity. The purpose of the second tunnel is unknown to informants, who say that the ground in that region is firm and not subject to erosion. As soon as war began with Germany, the construction of the two tunnels stopped, and their entrances were sealed. Work began again immediately after the end of the war, when the construction of tunnel No. 5 was resumed. Work on No. 10 was resumed in July 1948. The men engaged in the construction work on both these tunnels come from the Ukraine. They are Russians (sic) and specialists in this work. They said that they had worked on the construction of the Moscow subway. There are also a few workmen on this job who come from the Caucasus. In spite of an order prohibiting Greeks from working on this project, [REDACTED] informants did work on the Novi Afonski tunnel. The work on both tunnels goes on 24 hours a day in two shifts. Informants cannot estimate the number of men working in the two tunnels, although they believe that more than 3,000 are working in tunnel No. 10. They think that tunnel No. 5 was completed in June 1948, and that most of the workmen were transferred from there to work on tunnel No. 10. Work at night is done under electric lights which use current furnished by an electric power plant installed in 1940 in Novi Afonski on the left bank of the small river.

2. Explanation of attached Sketch Map No. 1

No. 1 is the city of Sukhumi.

No. 2 is the Gumista bridge, constructed entirely of concrete. It is 60 to 70 meters long and wide enough for two-lane traffic. The height above the surface of the water is 20 to 26 meters. Informant does not know its capacity.

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 19 October 1965 from the Director of Central Intelligence to the Archivist of the United States.

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25X1A2g

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No. 3 is a small concrete bridge about 20 meters long crossing a stream.

No. 4 is a bridge about 13 kilometers from Sukhumi.

No. 5 is the tunnel through which the railroad line will pass. Construction of this tunnel was completed in June 1948. All that remains to be done is to lay the railroad track in it. The total length of this tunnel is more than four kilometers. It consists of two sections, namely the east and the west. The east section is nearly three kilometers long, and the west is nearly two kilometers. The tunnel is cut by a small river named Kurudere (sic), which will be crossed by a concrete bridge about 25 meters long (No. 6 on attached Sketch Map No. 1). The construction of this bridge was under way in December 1947. The abutments were then being erected on embankments (sic). Informants do not know whether the bridge has been completed, but they believe it probable since most of the workmen have been transferred from this tunnel to work on tunnel No. 10 at Novi Afonski. Informants were never inside this tunnel, and they do not know details of its inner construction. They did see, however, that the east entrance was constructed of concrete. They were told that a single track line would pass through this tunnel.

No. 6 is a small bridge connecting the two sections of tunnel No. 5.

No. 7 indicates points at which earth was removed during the construction of the tunnel.

No. 8 is the Novi Afonski railroad station. The east entrance of tunnel No. 10 is about 200 meters from this station.

No. 9 is the village of Novi Afonski.

No. 10 is a tunnel whose construction was begun in 1941 when work was begun on building the railroad line from Sukhumi to Adler. Construction of the tunnel was interrupted during the war and began again in June 1948. Work was started at two points, namely at the west mouth of the tunnel and at the middle. Work at the east mouth of this tunnel had not yet started by 8 August 1948. The total length of this tunnel will exceed three kilometers. It consists of two sections separated by the small stream called Psirska (sic).

No. 10a is an electric power plant. There are two generators in it, probably Diesel. They are just alike and are similar to the engines of steamships (sic). Informants do not know what type the engines are, but they say that they were installed in 1941, that they furnish electric current which is used for the work of construction and for night work in tunnels Nos. 5 and 10, and that the city of Sukhumi receives its electric power from them. When informants were in Sukhumi at various times during 1945, 1946, and 1947, there was no electricity in the city, and they were told that the generators at No. 10a were not working. In February 1948 another generator was brought to this electric power plant. It was of the same type as the other two generators but somewhat smaller. It was installed in April 1948 after a concrete base had been constructed for it within the building. Informants did not know whether this last generator has been put into operation.

No. 11 is a small river called Psirska.

No. 12 is a small railroad line 900 meters long descending from a high elevation. It makes connection with the other railroad line (No. 15). Both of these railroad lines are used to transport lumber from the forests on the hill Afon Gora. Section No. 12 of the railroad line is broader gauge than line No. 15 and is a funicular line.

No. 13 is a height called Ivirski Gora.

Nos. 14 and 15 indicate a height called Afon Gora.

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No. 16 is the village of Amukha. The present mayor, named Zabit Argun, son of Mustafa Argun, is a Moslem Abkhazian. He is not a Communist, and so far as he can he helps the Greek inhabitants.

No. 17 is the village of Amukha Kaps.

No. 18 is the city of Gudauty.

No. 19 is a highway bridge of concrete, steel, and planks. The bridge consists of three sections separated by two little hills. The Gumista River, from the bridge at No. 2 on attached Sketch Map No. I to its mouth at the sea, divides and flows through more than one channel. The total length of this bridge is 150 meters or more; it is wide enough only for one-way traffic, and vehicles pass at the points where the bridge is interrupted by the two hills. The height of the bridge above the surface of the water is about six to eight meters. (Comment: See para. 23a.)

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25X1A2g

No. 20 is a railroad bridge crossing the Gumista River. It is constructed entirely of concrete and is about 150 to 160 meters long. It is supported on concrete abutments and seven or eight piers.

No. 21 is a small wireless station called "The Fourteenth of October", probably belonging to the Navy. It was installed in 1940. It is served by four men who wear military uniforms, but their insignia are black like the insignia of the Navy. Both the wireless apparatus and the men are housed in a small building located in a kolhoz on a small hill. Persons working in the kolhoz report that the wireless apparatus was set in the ground, which had been dug out (sic). The sentry guarding the wireless but has binoculars and carries a pistol. No rifle or sub-machine gun was observed.

No. 22 is a wireless station established before the war. This is a border guard installation served by 25 to 40 troops. They wear military uniforms with shoulder boards and caps of green. Informants do not know the range of this wireless, but the station in all probability receives its orders from Gudauty.

No. 23 is a new road surfaced with asphalt.

No. 24 indicates barracks used by German prisoners of war who are engaged on public works construction.

No. 25 is a bridge crossing the Azhi River six kilometers from Gudauty. The bridge was built before the war and is entirely of steel.

No. 26 is the Sukhumi lighthouse.

3. Explanation of attached Sketch Map No. II of Gudauty.

No. 1 is the asphalt paved highway connecting Sukhumi and Gudauty.

No. 2 is the railroad line connecting Sukhumi and Gudauty.

No. 3 is the large tobacco warehouse. Here is brought the tobacco from fifty-six kolhozy in the vicinity of Gudauty. The building has three stories; informants cannot give the dimensions of it. It is ell-shaped, constructed of brick with a metal roof.

No. 3' is a small tobacco factory where the first manipulation of the tobacco is done.

No. 4 is a steel railroad bridge over the highway. It is 10 to 12 meters long and six to seven meters above the surface of the road.

No. 5 is a small steel bridge crossing the stream called Gudauty. It is about 15 meters long and wide enough only for one-way traffic. It is about six to eight meters above the surface of the water. It is supported on two concrete piers; there are no piers.

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No. 6 is a small steel railroad bridge crossing the Gudauty River. It is 15 to 20 meters long and is supported on two abutments.

No. 7 is the customs house of Gudauty. It is a two-story building made of small concrete blocks painted white on the outside.

No. 8 is a small pier supported on steel piles on which there is a floor of planks. The length of this pier is about 35 to 40 meters. It is about five meters wide at the shore end and eight to ten meters wide at the sea end.

No. 9 is the public park of Gudauty.

No. 10 is a building which houses the MVD and the police. Informants do not remember the names of any of the personnel.

No. 11 is a station for busses running regularly between Sukhumi and Sochi. There are eight busses on this line, each carrying up to 24 passengers. Every morning two busses leave Sukhumi for Sochi, and at the same hour two other busses leave Sochi for Sukhumi. A bus leaves Sukhumi at 11 a.m. for Novi Afonski, another leaves Sukhumi for Gudauty at 10:30 a.m. Another bus leaves Sukhumi for Gagri, and at the same hour a bus leaves Gagri for Sukhumi. The prices of tickets are as follows:

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|-----------------------|-------------|
| Sukhumi-Novoi Afonski | 9.25 rubles |
| Sukhumi-Gudauty | 15. " |
| Sukhumi-Gagri | 24. " |
| Sukhumi-Sochi | 52. " |
| Novoi Afonski-Gudauty | 8. " |

No. 12 is the town clock.

No. 13 is the only drug store in the town.

No. 14 is the Communist Party headquarters.

No. 15 is a building where various meetings are held by the directors of the kolhoz and of the town soviet.

No. 16 is the town moving picture theater.

No. 17 is a warehouse for war materiel. It is a three-story building the windows of which are boarded up. An armed sentry guards the entrance, which is protected by a wire fence. This warehouse is located on Stalin St.

No. 18 is an office of the Ministry of Agriculture.

No. 19 is the office of the executive committee of the province of Gudauty. The chairman is an Abkhazian named Cherketiya.

No. 20 is a one-story building used as a barracks for the city garrison. The entire military force of the city is billeted in this place, which is surrounded with a wire fence about two meters high. The strength of the Gudauty garrison is about one company.

No. 21 is a parkway of ornamental trees.

No. 22 is a beach. The beach, the parkway, and the barracks area are closed off by a wooden fence (No. 23).

4. Informants say that they did not see German prisoners-of-war either in Gudauty or in Novi Afonski except at point No. 24 on attached Sketch Map No. 1, where they were working on the construction of the road. There were no others between Sukhumi to Gudauty. Just after the end of the war (1945) there were German prisoners-of-war in the village of Gudauty where they were working on the construction of roads, but in time they were withdrawn.

5. Attached are two sketch maps.

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